

NEW ZEALAND MOTOR CYCLE NEWS

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So You Want to go Trail Riding

You do, do you? You have just taken possession of that brand spanking Trail Bike and you are now going to follow Jill Tremaine and Graham Dingle's footsteps and make a high speed traverse of the Southern Alps. Great stuff, but don't do it. Trail riding is great, it is going to catch on in N.Z. and so it should for we have the trails to make a yank choke on their bubblegum (if they're still chewing it these days). There are however a few do's and don'ts. For instance look around your area for a club which caters for trail riding preferably ACU affiliated, for when they eventually pull their finger out and do something for this aspect of motorcycling numerous advantages will be gained by this ponderous but powerful union.

Prepare your machine thoroughly, this consists of more than a splash of oil on the chain the night before. Should your machine break down away out there you will cause problems for the whole party.

Carry an adequate tool kit,

spare spark plug, throttle cable, inner tubes and chain links (these are minimum requirements).

Wear, or carry warm and waterproof clothing no matter what the time of year or weather and carry plenty of grub. One should apply the rules of tramping to trail riding. If some nit gets bushed trail riding in N.Z. will suffer but should he die of exposure it will be set back a hundred years. (Don't laugh, it could happen.)

Don't carry on like an idiot when deep in the bush because a broken leg hurts a bit, so wait until you get near the road and civilisation before you do that.

There are already hundreds of riders and many clubs participating in this healthy, non competitive fun sport but to those clubs who are about to embark here are a few guides.

Gain permission and if necessary a permit from the person or authority responsible for the area you require. (The N.Z. Forest Service is extremely fair and co-operative.)

Appoint someone preferably with a knowledge of the area, bushcraft and a sense of direction as 'Trail Boss'. He goes first and everybody follows. He counts heads before he starts and he stops and counts heads at intersections or regular intervals. Nobody slopes off on their own, no matter what, unless the Trail Boss says so. He carries a Lands and Survey map and a compass.

A couple of "Tail End Charlies" are appointed. These should be guys who know how to fix bikes, carry a light strong rope to haul riders up the hill they can't ride or just tow them home.

There are many common sense rules which will be appreciated but these are some guides and when you get out there switch off your motors for a half hour or so and really look around you. Take in the view, the scenery, the smell of fresh air, taste the clear water of that bubbling stream, and you'll be glad you have got the chance many would welcome.

We may meet some day.



KEITH TURNER AT THE ISLE OF MAN

Fisher Wins Pocono

East Coast ace, Gary Fisher, won the big race of the day at Pocono International Raceway's non-National AMA road race here today but was edged out of the double by California's Ron Pearce.

Fisher, on a Yamaha 350, took the big one from fellow Yamaha rider Conrad Urbanowski, Cliff Carr (Kawasaki), and Fred Guttner (Yamaha). He won by a clear 23 second margin at an average speed of 88.428 mph.

In the combined event, however, there was no stopping the combination of Ron Pierce and his Yamaha TD3. Fisher took the second spot from Carr and Urbanowski. All were mounted on Yamaha 250cc twins.

The Novice event saw more Yamaha domination with Florida's John Long taking it from Ted Hester, Billy LaBrie and Denny Varnes but the Junior event saw a surprise winner in the shape of Kurt Liebmann and his big BMW flat-twin. Kurt kept the German 750 ahead of the Honda four of John Sartorius, Bart Myer's Yamaha and another Bee-Em ridden by Chuck Dearborn.

On the day before the actual racing began, Merle Shanks of Des Moines, Iowa, used the Pocono oval track to set a new 24 hour record 1945 solo miles on a Honda four at an average speed of 81.046 mph! This topped the previous record of 1825 miles at 71.615 mph set by Fred Hamm on a Harley-Davidson in 1937.

Manawatu Scott Trial Championships

Richard Stevens property again proved the testing ground for the 26 riders that turned out for this event. A great course had been marked out with every imaginable type of going. From rocky river beds to slippery hills, and along a river bank that was very quickly turned into a couple of feet of mud and slush. This proved the undoing of nearly every rider at some stage of the journey as well as providing a great source of amusement for the spectators.

Little brother Rod got bogged in a big way on his recently purchased MX Yamaha and it must have been almost unbearable for him to sit there helpless as "yours truly" ploughed past him on a borrowed Kawasaki 90 — of all things.

I must admit that I find it hard to remember a more enjoyable day out and fully recommend any club member to support this type of event in the future. You'll be assured of a great day's fun.

Slow and steady wins the race — you remember that old story about the cow and the elephant or the rabbit and the turtle — or something like that. Anyway the moral was very evident after this event.

Morley Shirriffs (Yamaha) was first to complete the eight laps but eventually finished in 4th place overall. Trials "gun" Denny Turnbull (Mullaco Sherpa T) finished 2nd on time but was a clean cut overall winner when the observed section points were tallied. The overall points lost and placings came out as follows:

1st Denny Turnbull, 24 points lost; 2nd P. McKenney, 33 points lost; 3rd Tim

Gibbes, 50 points lost; 4th Morley Shirriffs (69 points lost; 5th Trevor Ronowicz, 82 points lost).

In taking the overall prize, Denis also received the Mayfair Cup, so congratulations must go to him for in-riding.

Alloy Harley In Italy

The first appearance of Harley-Davidson's 1973 alloy-engined road racer ended after six laps of the Riccione circuit here today when Renzo Passolini retired the vee-twin with gearbox problems.

At the time Passolini was lying a close second to Walter Villa on an overbored 501cc Kawasaki triple.

Villa retired 12 laps after leaving Guido Mandraci to win on the same 750 Suzuki that Jack Findlay took to an over 100 mph lap and third place in the Isle of Man Formula 750 TT.

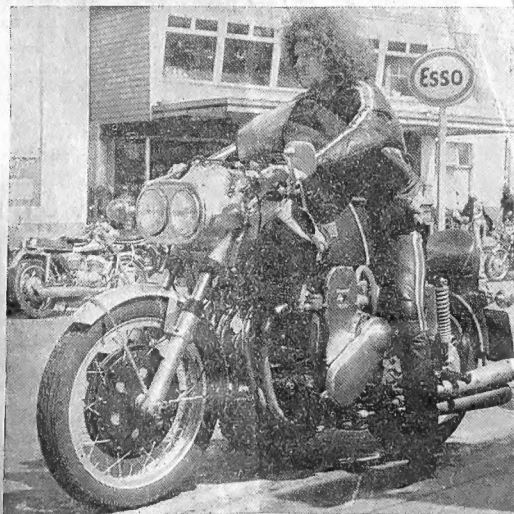
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A Munch Mammoth — Photograph taken at the Isle of Man during T.T. Week

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Finland Road Races

In last month's big race in Finland, Rod Gould (Yam) took out the 500 in the absence of Agostini in front of Bo Granath's Husqvarna.

Jarno Saarinen won the 250 and 350 on his water-cooled Yamahas with fellow countryman Lansiouvi second in both. The 250 event saw brilliant newcomer, 20 year old Tapio Vartiainen rocket into the lead only to fall off with four laps to go. It seems that Finland is providing some real talent these days.

Jack Findlay went well in the 350 and forged his way up to second place behind Saarinen before his Yamaha snapped its crankshaft.

The four year old Kawasaki of Dave Simmonds really disgraced the water-cooled works Yamahas and ran away from the 125.

178 mph

In recent testing in USA the new Suzuki F750 races were hitting 178 mph through the speed traps.

NORTON'S FIRST WIN

Works rider Peter Williams gave Norton their first F750 win last month in the U.K. Evening News Trophy races by just heading Paul Smart's Ducati over the line.

In the 500 race earlier Giacomo Agostini fell off his MV in the wet and let Williams on to win on his Arter Matchless from a multitude of

Yamahas. "Too much power in slippery conditions" was given as the reason for Ago's crash.

Barry Sheene was back in form and easily took out the 250 on his Yamaha.

Norton did not only enjoy their big 750 win but their production bike ridden by Dave Potter pass a crashed Ray Pickrell on the Triumph and go on to victory. Pickrell remounted to take third behind another Trident ahead of a Laverda, Norton and a Kawasaki.

The Formula 750 race saw Paul Smart (Ducati) and Phil Read (Norton) in an epic dual to the end. But Smart won by inches.

The Hutchinson 100 was the big race of the day and here the U.K. works three really got going. Tony Jeffries (Triumph) and John Cooper (BSA) broke right away from the third man home Paul Smart (Ducati) who got his revenge on Peter Williams (Norton) in fourth place. The other Italian rider, Bruno Spaggiari like Ago had trouble in coming to grips with the conditions.

De Coster's Belgian

After Joel Robert crashed in practice and due to an injury could not compete, Roger De Coster proved he is a worthy World Champion by storming his lone 500 Suzuki in Belgian MX GP.

Maico riders, Jonsson and Weil tried hard to catch the leader but had to be content with second and third places. Jack Van Velthoven came in fourth on the 360 Yamaha in front of two Husqvarnas.

The unusual Citadelle circuit near Namur had sealed road surfaces as well as conventional dirt and the big bikes revved out to some amazing speeds on the smooth going.

Km/H SPEED LIMITS

Motoring speed limits will change from miles per hour to kilometres per hour sometime in 1975.

Metrication of legal speed limits will involve a rapid conversion of all regulatory speed signs for roads by placing adhesive discs over existing miles per hour signs. It is proposed that all important signs be changed within one week of the introduction of metric speed limits.

METRIC SPEEDOS

A simple but effective method of adapting existing vehicle speedometers is being investigated by the Metric Advisory Board's Divisional Committee on Road Transport in co-operation with motor vehicle manufacturers. The committee expects that new vehicles sold in 1973 will have metric speedometers.

All the advisory speed signs on curves will also have to be changed from miles per hour to kilometres per hour.

It is intended however, to show both speeds for a period. The kilometre per hour sign will be added to exist-

ing signs, starting in 1973, and the miles per hour signs will be removed during 1976.

The massive task of changing all road signs showing distances in miles and in feet to show kilometres and metres will be spread over the years 1973 to 1975, but new signs erected this year should show distances in kilometres.

Existing trip meters will continue to measure distances in miles and many drivers will become familiar with the conversion of miles to kilometres. Ten miles equal sixteen kilometres. It is expected that from 1973 new cars will have trip meters which measure distance in kilometres.

Other aspects of road transport, including vehicle weight limits, size limits, and the measurements shown in the Road Code, will also be changed from imperial to metric units.

Generally this will involve no change in practical driving. A driver who is obeying the law now will still be obeying it if he keeps doing the same thing when the Road Code is metricated. For instance, the regulations require a driver to park at least 20 feet from an intersection.

METRIC CODE

The 20 foot minimum distance is likely to change to six metres, or approximately 19ft 8in. The change will thus not require drivers to alter what they are doing at present. A metric Road Code will be available before the change-over.

It is proposed that metric regulations come into effect early in 1975, but the actual metric figures to be adopted will be fully discussed and decided well before then.

The Chairman of the committee, Mr. M. R. Palmer (The Ministry of Transport's Chief Traffic Engineer) does not expect this change-over to cause many problems. He said that the metric system was a simple one with real advantages over the imperial system, and that adoption of the metric system would bring substantial advantages to the country.

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The Munch Mammoth

Southland Scramble Club

On Sunday July 30 the first monthly club scramble was held at the Oreti Speedrome. About fourteen bikes attended to compete for the Senske Trophy. Brian Reid rode with his usual good form to take the trophy. He was challenged by George Reid on his new 250cc CZ and John Ladbroke. Peter Walton was also in contention until his mishap in race two, which will evidently bar him from racing for two months due to a leg injury.

Wayne Meredith put up an exceptional showing on the ex-Udy 500 AJS. Geoff Udy had his first meeting on his newly acquired Yamaha DT 1. Another new combination to scrambles was Alan Marshall and his BSA 441 Victor Special.

Thanks to the St John Ambulance men for their attendance at the scramble. Peter Walton was reassured to have them at hand in his hour of need.

Pit racing claimed a Yamaha Enduro. The victim has probably learnt a good lesson from his experience.

'Strokers' Are King But Four Strokes Could Recover

BY G. R. SHAW

The rapid development during the 1950's of the two-stroke engine in terms of power has caught the old four-stroke factories flat-footed. Even a casual comparison of race results for two-stroke and four-stroke motorcycles indicates that not many four-strokes are winning anymore. Part of the reason is just plain lack of power. Horsepower figures alone do not indicate why. Torque figures must be examined to show some big differences. Torque must be measured in ft lbs/cu in at maximum horsepower to allow a look at the torque difference in the two types of engines; this should remain constant for different displacements.

The formula $hp = \text{torque} \times \text{rpm} / 5250$ reveals that horsepower increases directly with torque and rpm. The four-stroke in the past has often compensated for low torque multipliers by large rpm multipliers in some racing engines. Even average readings of torque multiplied by high rpm can give good horsepower results. Large rpm multipliers without good torque readings, however, are going to be useless against multi-cylinder high rpm two-strokes. To stay in the ball game someone has got to find more torque for the four-stroke.

The following figures are estimates to demonstrate a point and could well be different from the real numbers, but not enough to change the argument. The comparisons will be made using power estimates for racing engines.

Assume that a 250 cc cylinder hypothetical four-stroke racer puts out 57 hp at about 18,000 rpm. Solving the formula for torque and dividing by cubic inches shows 1.1 ft lbs/cu in of torque.

Now take a look at Yamaha's TD2 with about 44 hp at 10,000 rpm for about 1.53 ft lbs/cu in. Rotary valve two-strokes exceed this figure, but for this discussion even a piston port example will suffice. Not all piston port two-strokes do as well as Yamaha. But some four-strokes do better than 1.1 ft lbs/cu in.

Take for instance the 500 Seeley with close to 51 hp at 7000 rpm. This shows a figure of 1.25. The factory Norton Manx racer in 1954 put out an estimated 55 hp at 6900 rpm or about 1.37 ft lbs/cu in of torque. This probably isn't correct, but does leave a ray of hope for the faithful. In fact, if Norton is going to be a big winner with the current 750 win in international racing, they are going to have to have more rpm as well as more than a 1.25 reading. At 6500 rpm this would give them about 69 hp. They may have that much and more. Claims of 72 hp are possibly correct, which could mean nearly 1.3. However, trying to win with rpm in the 6000 range is no easy task.

The BSA racer gets about 84 hp at 8200 rpm, or about 1.20 in torque. The Honda 750, using only 1.1 with 9500 rpm, would give 90 hp. The Suzuki racer, using 7600 rpm and 1.53, would give about 100 hp. Also, the water cooled Yamaha 750, because of its shorter stroke, could possibly use 8000 rpm with 1.53 in torque reading to give 105 hp. This leaves the two-strokes with a considerable margin.

Racing four-strokes have demonstrated the science of holding torque constant at maximum horse power for

higher and higher rpm. For instance:

		Torque in
	HP	ft lbs/cu in
125 twin	14,500	23
125 four	17,000	27
125 five	19,000	31

One can easily determine from this that torque is remaining constant and increased horsepower is coming from rpm.

The Italians have always been a hope for the four-stroke and have combined in many cases the high rpm necessary with high torque readings. The MV Agusta, giving 80 hp at 11,000 rpm, would give 1.5 torque reading. And there are others.

Think then of the possibility of a 250 twin four-stroke with 1.35 torque reading at 12,500 rpm for 48 hp, or a 250 single four-stroke with 1.35 at 10,500 rpm for 41 hp.

Harley-Davidson and some of the USA tuners offer another ray of hope for the four-stroke lovers. Even with Harley's new 750 with a short stroke, they are not going to go the rpm route very far. No one had ignored the mythical 400 ft/min piston speed and gotten away with it better than Harley, which means if rpm stays constant, horsepower increases must come from more torque. If Harley-Davidson develops the OHV as far as they did the old sidevalve in comparison, they definitely could put a serious dent in two-stroke dominance. For the slow turning 750 twins, the figure needs to be at least 1.35 ft lbs/cu in.

The difference then for the two engine types is the best four-strokes at 1.25 ft lbs/cu in and the piston port two-stroke at 1.35 ft lbs/cu in. For a 750 machine, that is 56 ft lbs of torque compared with 69 ft lbs of torque for the two-stroke.

The two-strokes reign supreme in almost every road racing class except the super bikes. Anow even this last domain is in danger from the new two-stroke multis. Failure to fight and win in this last battle could possibly relegate the four-strokes to touring engines and maybe eventual extinction. The old four-stroke has got to breathe better or it is in trouble.

Meantime, the two-stroke lovers with their simple, oil-injected, pump-circulating, water-cooled, reed valve, seven-ported, four cylinder ring designs are reasonably safe. However, the old four-stroke is not dead yet, so don't call the undertaker. Call the doctor.

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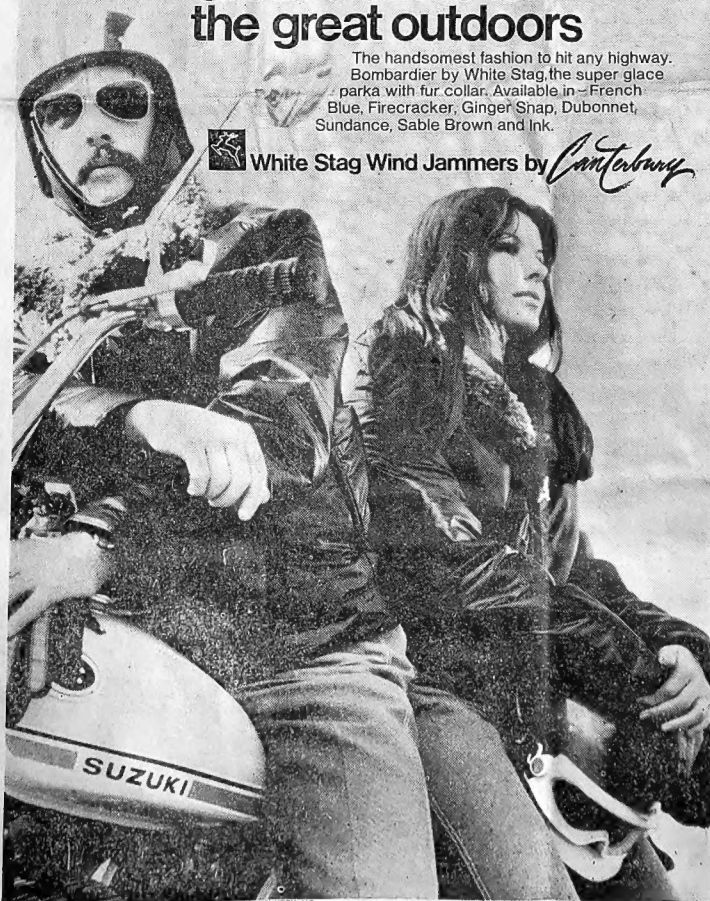
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MOTORCYCLING IN RUSSIA

By Paul Pratt

For many months I had been staying in Japan and Korea travelling on a Triumph "Thunderbird" motorcycle which had taken me safely through 20 countries in the previous four and one half years. It was my greatest wish that in the summer of 1971 I could ride across Siberia and back to Europe. However, after waiting a long time I had to give up that idea for the time being and, as a rather poor alternative, sent the Triumph by ship to England and take the Trans-Siberian express from Nahodka to Moscow in order to return to Europe.

In order to appreciate the essential details of the motorcycle scene in the USSR it is necessary to start near the end of my Russian journey in Moscow at the office of "Za Rulom" (At the steering wheel) motor sport magazine. Here, through an interpreter, I was able to speak to the chief editor Mr. Shugrov. I asked about the basic economy of motorcycle ownership in the USSR and obtained some rather staggering information. The highest salary that a young technician working in industry around age 22 could hope to receive would be 120 roubles/monthly (the highest salary in the USSR is reputed to be 600 roubles/monthly for the president of Moscow University) and the cost of a 350cc machine is 550 roubles. (The official exchange for the rouble is one rouble equals the U.S. Dollar, although on the world market Russia is worth considerably less.) According to Mr. Shugrov the average boy would have to save for at least one to two years to obtain a 350cc.

As in the West, the basis of motor cycle sport is the club, and this the motivation is difficult to relate. In Russia, the club receives a large grant from the appropriate Government committee of Physical Education and Sport. It can also receive some money from entry fees at race meetings and other events, and new riders who enter a club to receive training in a particular sport must pay a small fee, around 30 cents yearly. The main qualification for entry to a club is a good school record which is essential.

On being accepted for entry to the club the new member, assuming that he does not own his own machine, receives a motorcycle according to his particular interest, i.e. moto ball, moto cross, ice racing, speedway, trial, touring, etc. This machine will, in the first instance, not be the latest model but rather one that has seen service in the hands of older club members, nevertheless, it will have been well maintained and be in good condition. The member can keep this machine at his own home and is responsible for its maintenance though he receives the necessary spare parts from the club, also clubs have workshop facilities for their members. An experienced clubman is required to be responsible for the training of each new member. As the new member's ability increases, especially his proficiency in a particular sport, then he should receive a better machine.

The club member is also supplied with motorcycle clothing, helmet, etc. and fuel for events and training. There will be many novice events for the new rider to compete in before being up-

graded to the more advanced and specialized branches of the sport. While some of us might not like or agree with such a system one has only to look at the legendary achievements of Russian riders in ice racing, speedway and motocross to see that, bearing in mind the countries' much lower standard of living, such a system gives fine results. Motorcycle sport is well established in the USSR and apart from Government support is well accepted by the general public.

The following sports are practised by motorcyclists throughout the USSR. Moto Cross is popular using ISCH two-strokes and for international events Russian riders use Czech CZ two-strokes. Moto Ball is popular using 175cc Khabrov machines. Endurance and Cross Country time trials with various types of motorcycles. Ice racing and speedway. Riders prefer Czech Jawa and ESO motorcycles for this type of event. Road racing is not as well established in Russia as in most western countries. There have, however, been some interesting attempts to produce a machine suitable for international competition. The most recent example which comes to mind was the four cylinder Vostok 500cc, rather like the MV in layout. It started at the Imatra international races around four years ago and after this initial showing, development of this interesting machine does not seem to have been continued.

Mr. Shugrov, in December, 1971, I looked from the train window at the frozen landscape and wondered just how much motorcycling could I hope to see in Russia? Sure enough, in the first town that I visited there were some police and other riders playing through the snow covered streets on rather old Ural sidecar outfits; due to the language difficulty it proved extremely difficult to approach them and they were reluctant to have any photographs taken.

One afternoon while looking from the window of the Trans Siberian express at a small Siberian village I saw two solo riders on a small two stroke approach an icy corner too fast and slide off across the road. However, one of my main ambitions was yet to be realised. For many years I had wanted to visit and photograph an ice race and what better place to start than Siberia!

At every town I asked the tourist guide "Could I see some motorcycle sport instead of the usual sightseeing tour of buildings and monuments?" In Irkutsk they kindly arranged for me to visit a school training teenaged boys to learn how to maintain and ride a motorcycle. However, when I arrived at Novosibirsk I found that it coincided with the annual ice race championship between Novosibirsk and Ufa, a town in the Urals, and I persuaded the tourist guide to accompany me and give an introductory to the motorsport organisers.

The event was taking place at a course known as the "moto drome" on Sunday afternoon. Mr. Koznetsov, trainer of the Novosibirsk team, gave some interesting information about the event through an interpreter. It was the traditional meeting with the Ufa team which had come many miles from the Urals.

A crowd of 5,000 which Mr Koznetsov described as "disappointing", waited in the

20 degree temperature, anticipating some exciting racing in the individual championships. This was more or less assured with such stars of international fame as Dubinin and the latest "find" Pazinkov who, at 22, is Russia's finest prospect for the world championships in ice racing and speedway.

The Sunday races would be run in a series of 20 heats with the complete teams taking part, seven from Novosibirsk and seven from Ufa, making a very full and exciting programme. Points would be awarded as follows: win; 3; second, 2; third, 1; and fourth, 0. The organisation seemed very thorough, before the race each rider received a medical examination from an attractive female doctor, and in view of what lay ahead, this was well justified.

All facilities were extended so that I could take photographs, the machines were brought out from the warm garages and I had the pleasure of meeting many of the riders. Mr Koznetsov guided me across the ice to the centre of the circuit, which would be a good place to take photographs. Trying to stand on the smooth ice surface of the track, I found myself thinking: "How can anyone walk on such a circuit, let alone ride!"

The racing seemed like speedway though much more dramatic and exciting; using machines with large spiked tyres the riders completed the course at great speed, seemingly under perfect control, throwing up a shower of splinters as the rear wheel spikes dug into the ice! I was amazed to approach the course too closely as a rider might slide out of control. Fortunately, this never happened during the whole event. Between each group of heats a large truck with plough and scraper attached to the front drove round and levelled the course off, this action is necessary as the spiked tyres had, by this time, torn the course up into a series of rough grooves.

Only the week before I had been in the relatively warm winter climate of Japan, so the cold seemed intense. I tried to operate my cameras with gloved hands with little success. At one point, the film became so brittle with cold that it broke and I never felt anything wrong until I had missed many exposures!

Between heats I was lucky to be invited into the club house before the start of the next races. As I came into the warm room the camera lens steamed up and it was possible to thaw out a little! I wondered how the spectators managed to get up through the snow to stand out in the cold for four hours with little protection from the cold Siberian wind.

The racing was extremely exciting, as in speedway, the start seemed very critical, the riders let the clutch in as a wire across the track was lifted, too much power and the rear wheel lifted and the machine tended to go out of control, too little power and the rider came late into the first corner. The atmosphere surrounding the meeting was friendly and very enthusiastic; the critical heats were 13 and 17 and, at this time, the crowd cheered with excitement.

In the 13th heat Kadrirov and Pazinkov were racing and, up to this time, both had maximum points. In this heat Pazinkov came first and Kadrirov second. In heat 17, Kadrirov and Dubinin were together and up to this time both had lost one point. The heat decided second point place as Dubinin came first



ESO Ice Racer in Siberia

and Kadrirov second. Both of these heats were extremely close. Some people were saying that Kadrirov was not really "trying", others that Pazinkov was the future prospect for the world ice championship, and the overall scores ended up Pazinkov 15, Dubinin 14, and Kadrirov 13.

I was just left with the highest respect and amazement for anyone who could ride at all under such tough conditions. Finally, the Ice-Rider guide left me, as she was not very interested in motorcycling! And then it was easy, despite the language barrier to relate with the riders and their friends. That is the world ice racing championship Kadrirov had again achieved first place for the fifth year in succession and that Pazinkov was third in the overall championship. The president of the Novosibirsk club gave me a ride back to the hotel after the meeting — that was a memorable experience at the end of a memorable day. He must have been a well known and important personality in Novosibirsk; wearing a uniform, greatcoat and fur cap, he certainly looked the part as he took myself and Khaderov back to the city.

Later, through the help of an interpreter, I was able to speak with Pazinkov and Kadrirov. Though Kadrirov had travelled to the west on many occasions, his use of foreign languages would appear to be limited to such useful phrases as "Hello, Girlie." All through our conversation I was extremely impressed with their modesty and utter dedication to our sport of motorcycling. It was with the greatest pleasure that I read, several months

later in MotorCycle Weekly, that in the world ice racing championship Kadrirov had again achieved first place for the fifth year in succession and that Pazinkov was third in the overall championship.

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BSA/Triumph Acquire Wankel Licence

As part of their long-term plan to remain prominent in the motor cycle business, BSA/Triumph have acquired certain developments and manufacturing rights for the Wankel rotary engine.

Under a licensing agreement with Audi-NSU Auto Union AG, Neckarsulm, and Wankel GmbH, Lindau, West Germany, the company's motor cycle division will carry out extensive research and development work with the ultimate aim of producing a rotary-engined motor cycle.

The agreement means that the company's three-year period of preliminary development can move into a new phase with a licence to manufacture.

BSA/Triumph engineering director Bert Hopwood, who has had a lifetime experience of motor cycle design and development, said that because the company had joined the 'Wankel club' it did not mean that future de-

velopment work would be confined to the rotary engine.

"In fact, our efforts with the Wankel will in no way reduce the importance of the development work which we are carrying out on piston engines, where we envisage significant advances," he said. "This new agreement gives us reasonable room for

manoeuvre and Wankel development work will form an important part of our phased long-term programme. If Britain's motor cycle industry is still to compete in international markets, developments such as this must always be thoroughly investigated."

180 mph Drag Mark Broken

Wisconsin drag racer, Tom Christensen, is the first two-wheel dragster in the world to top the 180 mph mark in the quarter-mile! This was confirmed today by the National Association of Motor Sports, sanctioning body for the Gary, Indiana "US 30" drag strip where Christensen achieved this feat on July 29th.

After an initial run at 9.47

seconds and 174 mph, Christensen eliminated the Harley of Joe Smith from the U.S. 30 Championship meet with a searing 179 mph run in 9.50 seconds.

This brought him up against the previous world's fastest dragster, Boris Mur-ray, in the final and Christensen proved his new claim to the title with an even faster 180.13 mph in 9.35

Early Release Of New Models

BSA/Triumph announced today that, following top level management meetings which continued the review of world wide opportunities for the sale of motor cycles, it is considered that with production ahead of target the time is right to take steps towards the early release of new models. Chief executive Brian Eustace told union representatives at the Meriden plant this morning, that a decision had been taken to suspend assembly work whilst provisioning of machine parts for the new models goes ahead at full speed. These exciting new machines, designed to take maximum benefit from the current demand for super bikes will be complementary to the existing range of models which will continue in production.

Mr Eustace explained that the moves would mean that about 500 assembly workers would go on the guaranteed week rate for two weeks.

Water Cooled 750 Yamaha Racers

Yamaha are to enter four-cylinder water-cooled racers in Formula 750 races in both Europe and America next year. This news was revealed by Mr Hideto Eguchi, managing director of Yamaha Motor Company, during a recent visit to Australia. The machine will be based on the fuel-injected, two-stroke roadster displayed at the last Tokyo Show but said Mr Eguchi, the factory have no intention of producing a road-going version for 1973.

Mr Eguchi was in Australia for the world preview of Yamaha's new four-stroke 750 twin, the TX 750 street machine that features an eight valve cylinder head and built-in anti-pollution devices. Yamaha apparently also have 350cc and 500cc versions of this machine although whether they will be in production and on sale in the United States for 1973 is not known at this point.

Also introduced in Australia was a production version of the 491cc four-speed moto-crosser that Jaak Van Velthoven used to win last week's Luxembourg Grand Prix.

YAMAHA DOUBLES

Yamaha took their first big step towards a World Moto-Cross Championship last weekend when their riders, Hakan Andersson and Jaak Van Velthoven scored a double Grand Prix victory. Andersson won the Swedish GP from Arne Kring (Husavarna) after Sylvain Geboer's Suzuki went out with engine problems and Van Velthoven took the Luxembourg event from former World Champion, Paul Fredrichs (CZ).

Sarrinen For Ontario

Finnish World Champion, Jarno Sarrinen, will almost certainly join the Yamaha line-up for the big money Ontario AMA National Road Race on October first.

Yamaha tuner, Al Godin (who tunes the factory machines raced by Junior Howard and Lynggaard) has been conducting negotiations via trans-Atlantic phone calls to the Finnish star and says that the deal is now just about clinched.

Maximum Capacities For Sprint and Drag Racing

The A.C.U. Competitions Committee have agreed to the introduction of a 1300cc, 2000cc class for NATIONAL Sprint and Drag Racing from 1 January 1973.

It follows, therefore, that after 1 January 1973, National records can be established for this new class for both Category A (Solo) and Category B (Three wheeler) machines.

The Union is to propose to the FIM that this larger capacity class be adopted internationally and when doing so, they will point out that up to 2000cc machines are permitted nationally in U.S.A. so that what is proposed will bring some uniformity between classes in those countries where sprint and drag racing is flourishing.

The Union is also to propose the establishment of separate international records for scooters for which the FIM already has an acceptable definition to distinguish this type of machine from motorcycle classes.

MOTO CROSS TEAMS

The teams selected for the 1973 Moto Cross des Nations in Holland on 17 September, and the Trophée des Nations in Belgium on 3 September are—

Moto Cross des Nations: J. Banks, V. Eastwood, A.

Robert To Puch?

Joel Robert, currently sidelined with a leg injury, is rumoured to be considering a move from the Suzuki factory. Said to be leading the bidding for the many-time World Champion's services is the Australian Puch company which plans to introduce 250 and 400cc moto-cross racers next year.

Other rumours are also buzzing around Europe concerning the all-conquering Suzuki moto-cross effort. Sylvain Geboers is said to be fed up with playing second fiddle to Robert in the 250cc class and is considering either a move back to the Java-CZ team or possibly joining Roger de Coster on the Suzuki 500cc racers.

Roberton, R. Wade. Trophée des Nations: V. Allan, V. Eastwood, A. Robertson, R. Taylor. The British team manager for both events is Ken Lywood, and Edward Damadian is the ACU representative on the International Jury.

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Keith Turner at the Isle of Man



OFFICIAL RESULTS 1971/1972 SEASON

New Zealand Senior Trophy Race (Auckland Motor Cycle Club): G. Perry (Suzuki T.R.) 1st; G. Molloy (Kawasaki-Hira) 2nd; D. Wylie (Suzuki T.R.) 3rd. Time 21 min 22.8 sec.

New Zealand Junior Tourist Trophy Race (Auckland Motor Cycle Club): R. Waterer (Yamaha TR2) 1st; M. Bayliss (Suzuki T.R.) 2nd; R. Dumpleton (Yamaha TR2) 3rd. Time 15 min 26.4 sec.

New Zealand 250cc Lightweight Trophy Race (Wanganui Motor Cycle Club): G. Perry (Suzuki) 1st; J. Landrebe (Yamaha) 2nd; K. Turner (Suzuki) 3rd. Distance 15 miles. Time 15 min 30.03 sec.

New Zealand Senior Grand Prix (South Canterbury Motor Cycle Club): R. Dumpleton (Yamaha) 1st; P. McLachlan (Suzuki) 2nd; M. Sinclair (Suzuki) 3rd. Time 16 min 45.6 sec.

New Zealand Junior Grand Prix (South Canterbury Motor Cycle Club): R. Dumpleton (Yamaha) 1st; M. Bayliss (Suzuki) 2nd; B. Reeves (Yamaha) 3rd. Time 17 min 25.5 sec.

New Zealand Lightweight Grand Prix (South Canterbury Motor Cycle Club): M. Bayliss (Suzuki) 1st; K. McCleary (Suzuki) 2nd; M. Gibbons (Kawasaki) 3rd. Time 18 min 36.2 sec.

New Zealand Ultralightweight Grand Prix (South Canterbury Motor Cycle Club): E. Griffiths (Yamaha) 1st; P. Ellis (Yamaha) 2nd; P. Huntly (Yamaha) 3rd. Time 4 min 59.1 sec.

New Zealand 80cc Grand Prix (South Canterbury Motor Cycle Club): G. McCrea (Suzuki) 1st; C. Pithie (Suzuki) 2nd; S. Hobson (Suzuki) 3rd. Time 6 min 43.3 sec.

New Zealand Sidecar Grand Prix (Hutt Valley Motor Cycle Club): D. Dolmalence (Triumph) 1st; W. Wallace (Triumph) 2nd; F. Solitt (Norton) 3rd. Distance 10.4 miles. Time 10 min 0.2 sec.

New Zealand Ultralightweight T.T. (Napier Motor Racing Club): L. Love (Suzuki) 1st; B. Bolton (Suzuki) 2nd; R. Holmes (Yamaha) 3rd. Distance 6 miles.

New Zealand Sidecar T.T. (Oton Motor Cycle Club): G. De Malmance/G. Binyon (Triumph T100) 1st; G. Skilton/R. Haines (Norton Com) 2nd; W. Wallace/R. Atkins (Triumph T120) 3rd. Distance 12 miles. Time 16 min 02.5 sec.

New Zealand Open Miniature T.T.

New Zealand 500cc Miniature T.T. (Taumaranui Motor Cycle Club): H. Anderson (Yamaha) 1st; A. Collison (CZ) 2nd; A. Franklin (CZ) 3rd. Distance 8.8 miles. 25 Points.

New Zealand 350cc Miniature T.T. (Taumaranui Motor Cycle Club): H. Anderson (Yamaha) 1st; R. Owen (Yamaha) 2nd; S. Wittell (Yamaha) 3rd. 28 Points.

New Zealand 250cc Miniature T.T. (North Taranaki Motor Cycle Club): H. Anderson (Yamaha) 1st; M. Shirriffs (Yamaha) 2nd; L. Love (Suzuki) 3rd. Distance 1 mile. Time 6 min.

New Zealand Sporting Trial (Marlborough Motor Cycle Club):

New Zealand Stock Reliability Trial

New Zealand A.C.C. Grand Prix (Hamilton Motor Cycle Club): E. McCabe (Yamaha) 1st; P. Martin (Yamaha) 2nd; B. Clarke (Yamaha) 3rd. Distance 40 miles.

New Zealand Open Scramble (Wairarapa Motor Cycle Club): C. Schultz (Maico) 1st; M. Shirriffs (Yamaha) 2nd; R. Dixon (BSA) 3rd. Distance 1 mile.

New Zealand 500cc Scramble (New Brighton Motor Cycle Club): P. Ploen (Suzuki) 1st; A. Collison (Jawa) 2nd; A. Sabiston (BSA) 3rd. Distance 30 miles. Time 19.43 sec.

New Zealand 350cc Scramble (Wanganui Motor Cycle Club): M. Shirriffs (Yamaha) 1st; H. Anderson (Yamaha) 2nd; B. Robbins (Yamaha) 3rd. Distance 10 miles. Time 21 min 2.6 sec.

New Zealand 250cc Scramble (Hamilton Motor Cycle Club): M. Shirriffs (Yamaha) 1st; H. Anderson (Yamaha) 2nd; A. Collison (CZ) 3rd.

New Zealand Open Beach (Auckland Motor Cycle Club): G. Allen (JAP) 1st; G. Turner (Triumph Bonneville) 2nd; G. Wylie (Yamaha) 3rd. Distance 16 miles. Time 17 min 44.4 sec.

New Zealand 500cc Beach (Auckland Motor Cycle Club): G. Allen (JAP) 1st; G. Wiseman (Norton) 2nd; R. Wiseman (Norton) 3rd. Distance 16 miles.

New Zealand 350cc Beach (Wairarapa Motor Cycle Club): W. Flowers (Suzuki) 1st; H. Gregory (Suzuki) 2nd; R. Thompson (Honda) 3rd. Distance 1 mile.

New Zealand 250cc Beach (Wairarapa Motor Cycle Club): E. Jones (Suzuki) 1st; G. Allen (Suzuki) 2nd; D. Jones (Suzuki) 3rd. Distance 1 mile.

New Zealand Open Road Hill Climb (Otago Motor Cycle Club):

New Zealand 500cc Road Hill Climb (Otago Motor Cycle Club): I. Disney (Triumph) 1st; K. Tinney (Suzuki) 2nd; M. Bayliss (Suzuki) 3rd. Distance 6/10 mile. Time 42.07 sec.

New Zealand 350cc Hill Climb:

New Zealand Open Grass Hill Climb (Taumaranui Motor Cycle Club): D. Johnson (Antico) 1st; A. Franklin (CZ) 2nd; P. Dean (Velocette) 3rd. Distance 530 yards. Time 18.0 sec.

New Zealand 500cc Grass Hill Climb (Wanganui Motor Cycle Club): H. Anderson (Yamaha) 1st; A. Franklin (CZ) 2nd; N. Wratton (Yamaha) 3rd. Distance 520 yards. Time 18.0 sec.

New Zealand 350cc Grass Hill Climb (Wanganui Motor Cycle Club): D. Johnson (Bultaco) 1st; B. Alderidge (CZ) 2nd; D. Hinton (Suzuki) 3rd. Distance 510 yards. Time 18.0 sec.

New Zealand 250cc Grass Hill Climb (Wanganui Motor Cycle Club): H. Anderson (Yamaha) 1st; R. Council (Yamaha) 2nd; A. Franklin (CZ) 3rd. Distance 510 yards. Time 18.8 sec.

New Zealand Open Airfield (Christchurch Corsair Motor Cycle Club): G. Perry (Suzuki) 1st; K. Turner (Suzuki) 2nd; J. Landrebe (Yamaha) 3rd. Distance 21 miles. Time 14 min 42 sec.

New Zealand 500cc Airfield (Christchurch Corsair Motor Cycle Club): G. Perry (Suzuki) 1st; K. Turner (Suzuki) 2nd; J. Landrebe (Yamaha) 3rd. Distance 21 miles. Time 14 min 42 sec.

New Zealand 350cc Airfield (Christchurch Corsair Motor Cycle Club): T. Discombe (Yamaha) 1st; J. Landrebe (Yamaha) 2nd; R. Waiau (Yamaha) 3rd. Distance 21 miles. Time 15 min 6.31 sec.

New Zealand 250cc Airfield (Christchurch Corsair Motor Cycle Club): J. Landrebe (Yamaha) 1st; P. Leahy (Yamaha) 2nd; O. Hughes (Yamaha) 3rd. Distance 21 miles. Time 15 min 25.9 sec.

New Zealand 1 Mile Grass:

New Zealand 500cc 1 Mile Grass:

New Zealand 1 Mile Grass Speedway (Hamilton Motor Cycle Club): J. Roberts (Jawa) 1st; C. Anderson (Jawa) 2nd; M. Smith (Yamaha) 3rd.

New Zealand 1 Mile Grass Sidecar (Hamilton Motor Cycle Club): Evans (Vincent) 1st.

New Zealand 1 Mile Sprint (Napier Motor Racing Club): L. Plummer (Kawasaki) 1st; T. Rg (Kawasaki) 2nd; L. Gooding (Kawasaki) 3rd. Time 12.9 sec.

New Zealand Production Motor Cycle Championship (Hutt Valley Motor Cycle Club):

New Zealand Sidecar Championship: Wallace/Atkins (H1, 1st; de Malmance/Bindon (16th); Solitt/Worsley (4th); Skilton/Haines (6th); Taylor/Donaldson (4th).

New Zealand Road Race Championships:

300cc: G. Perry 1st; J. Landrebe 2nd; R. Dumpleton 3rd; G. Molloy 4th.

350cc: T. Discombe 1st; R. Dumpleton 2nd; J. Landrebe 3rd; D. Waterer 4th.

500cc: J. Landrebe 1st; G. Perry 2nd; P. Leahy 3rd; K. Turner 4th.

Rothmans Road Race Championships:

300cc: G. Perry 1st; P. McLachlan 2nd; G. Molloy 3rd; K. Turner 4th.

350cc: T. Discombe 1st; R. Dumpleton 2nd; J. Landrebe 3rd; D. Waterer 4th.

500cc: G. Perry 1st; J. Landrebe 2nd; P. Leahy 3rd; K. Turner 4th.

Inter-Island Scramble Championship: North Island 353 points; South Island 187 points.

North Island Scramble Championship: North Island 353 points; South Island 187 points.

NORTH ISLAND CHAMPIONSHIPS

Open Miniature T.T. (Hamilton Motor Cycle Club): R. McLaren (CZ) 1st; H. Anderson (Yamaha) 2nd; P. Collison (CZ) 3rd.

Open Scramble (Wanganui Motor Cycle Club): P. Ploen (Suzuki) 1st; M. Shirriffs (Yamaha) 2nd; A. Collison (CZ) 3rd. Distance 10 miles. Time 10 min 58.9 sec.

350cc Miniature T.T. (Taumaranui Motor Cycle Club): H. Anderson (Yamaha) 1st; A. Collison (Kawasaki) 2nd; P. Ploen (Suzuki) 3rd. Distance 8.8 miles.

250cc Miniature T.T. (Hamilton Motor Cycle Club): H. Anderson (Yamaha) 1st; M. Shirriffs (Yamaha) 2nd; D. Johnson (Bultaco) 3rd.

Open Scramble (Wanganui Motor Cycle Club): R. McLaren (CZ) 1st; H. Anderson (Yamaha) 2nd; A. Franklin (CZ) 3rd. Distance 10 miles. Time 17 min 55.8 sec.

350cc Scramble (Wanganui Motor Cycle Club): R. Owen (CZ) 1st; A. Collison (CZ) 2nd; P. Ploen (Suzuki) 3rd. Distance 24 miles.

350cc Scramble (Taumaranui Motor Cycle Club): H. Anderson (Yamaha) 1st; A. Collison (Jawa) 2nd; D. Catherwood (CZ) 3rd. Distance 6 laps.

250cc Scramble (Wanganui Motor Cycle Club): H. Anderson (Yamaha) 1st; K. Wittell (Yamaha) 2nd; R. Fletcher (Suzuki) 3rd. Distance 10 miles. Time 11 min 11.6 sec.

Open Beach (Wairarapa Motor Cycle Club): J. Heatherington (Suzuki) 1st; W. Wetzel (Kawasaki) 2nd; R. Thompson (Honda) 3rd. Distance 1 mile.

500cc Beach (Wairarapa Motor Cycle Club): W. Lambess (Yamaha) 1st; H. Gregory (Suzuki) 2nd; D. Gibbs (Montessa) 3rd. Distance 1 mile.

350cc Beach (Wairarapa Motor Cycle Club): I. E. F. Cudhy (Yamaha) 1st; H. Gregory (Suzuki) 2nd; J. Landrebe (Yamaha) 3rd. Distance 1 mile.

250cc Beach (Wairarapa Motor Cycle Club): G. Allen (Suzuki) 1st; H. Gregory (Suzuki) 2nd; W. Wetzel (Kawasaki) 3rd. Distance 1 mile.

1 Grass Speedway (Hamilton Motor Cycle Club): T. Sampson (Hagon) 1st; J. Roberts (Jawa) 2nd; R. McIntosh (Jawa) 3rd.

1 Mile Grass Non-Speedway (Hamilton Motor Cycle Club): H. Anderson (Yamaha) 1st; M. Smith (Yamaha) 2nd; D. Johnson (Yamaha) 3rd.

1 Mile Grass Non-Speedway (Hamilton Motor Cycle Club): B. Evans (Vincent) 1st; M. Connell (JAP) 2nd.

Open Road Hill Climb (Otago Motor Cycle Club): K. Devine (BSA) 1st; C. Everitt (Kawasaki) 2nd; I. Disney (Triumph) 3rd. Distance 6/10 mile. Time 41.33 sec.

500cc Road Hill Climb:

350cc Road Hill Climb:

Sporting Trial (Hamilton Motor Cycle Club): D. Turnbull (Bultaco) 1st; H. Anderson (Yamaha) 2nd; W. Moffatt (Bultaco) 3rd. Distance 10 sections.

1 Mile Sprint (Napier Motor Racing Club):

SOUTH ISLAND CHAMPIONSHIPS

Open Miniature T.T. (Otago Motor Cycle Club):

300cc Miniature T.T. (New Brighton Motor Cycle Club): R. Austin (Suzuki) 1st; G. Holland (CZ) 2nd; G. Sward (Greaves) 3rd. Distance 24 miles. Time 11 min 43 sec.

350 Miniature T.T. (Southland Motor Cycle Club): J. Hendry (Kawasaki) 1st; G. Reid (Kawasaki) 2nd; M. Flintoff (Kawasaki) 3rd.

250cc Miniature T.T. (Christchurch Corsair Motor Cycle Club): (Greaves) 1st; G. Stapleton (CZ) 2nd; G. Reid (CZ) 3rd. Distance 12 miles.

Open Beach (Southland Motor Cycle Club):

500cc Beach (Otago Motor Cycle Club):

350cc Beach (Otago Motor Cycle Club):

Open Grass Hill Climb (Christchurch Corsair Motor Cycle Club): G. Sward (Greaves) 1st; B. Roberts (Maico) 2nd; A. Sabiston (BSA) 3rd. Distance 194 yards. Time 13.4 sec.

300cc Grass Hill Climb (Christchurch Corsair Motor Cycle Club): G. Sward (Greaves) 1st; A. Sabiston (BSA) 2nd; B. Roberts (Maico) 3rd. Distance 194 yards. Time 13.45 sec.

350cc Grass Hill Climb (Christchurch Corsair Motor Cycle Club): L. Boyce (CZ) 1st; G. Reid (CZ) 2nd; R. Gillard (Suzuki) 3rd. Distance 194 yards. Time 14.85 sec.

1 Mile Grass Non-Speedway (Otago Motor Cycle Club):

1 Mile Grass Sidecar (Otago Motor Cycle Club):

Open Road Hill Climb (Otago Motor Cycle Club): C. Shaw (JAP) 1st; B. Christie (JAP) 2nd; J. Shand (Triumph) 3rd. Distance 1 mile. Time 49.02 sec.

350cc Road Hill Climb (Otago Motor Cycle Club): C. Shaw (JAP) 1st; B. Christie (JAP) 2nd; M. Flintoff (BSA) 3rd. Distance 1 mile. Time 47.82 sec.

250cc Road Hill Climb:

Sporting Trial (Christchurch Corsair Motor Cycle Club): M. McGillibon (Triumph) 1st; P. McDonald (Bultaco) 2nd; R. Rush (Montessa) 3rd. 72 points lost.

South Island Gold Star Series:

Open Class: A. Sabiston (24 points) 1st; R. Happer (20 points) 2nd; G. Holland (17 points) 3rd.

500cc: R. Happer (124 points) 1st; A. Sabiston (107 points) 2nd; R. Austin (91 points) 3rd.

350cc: L. Boyce (128 points) 1st; G. Reid (19 points) 2nd; M. Russell (60 points) 3rd.

250cc: R. Boyce (135 points) 1st; G. Reid (128 points) 2nd; M. Russell (58 points) 3rd.

OTHER EVENTS

Auckland Provincial 250cc Championships (Auckland Motor Cycle Club): J. Landrebe (Yamaha) 1st; P. Leahy (Yamaha) 2nd; R. Thompson (Suzuki) 3rd. Distance 21 miles. Time 15 min 55 sec.

Round the Houses (Wanganui Motor Cycle Club):

500cc: G. Molloy (Kawasaki) 1st; C. Brown (Suzuki) 2nd; E. Hinton (Yamaha) 3rd.

300cc: G. Perry (Suzuki) 1st; T. Discombe (Yamaha) 2nd; E. Hinton (Yamaha) 3rd.

250cc: G. Perry (Suzuki) 1st; J. Landrebe (Yamaha) 2nd; K. Turner (Suzuki) 3rd.

SIDECARS

South Canterbury Grand Prix (South Canterbury Motor Cycle Club):

500cc: J. Landrebe (Yamaha) 1st; G. Perry (Suzuki) 2nd; P. McLachlan (Suzuki) 3rd.

350cc: J. Landrebe (Yamaha) 1st; H. Walker (Yamaha) 2nd; R. Dumpton (Yamaha) 3rd.

250cc: G. Perry (Suzuki) 1st; J. Landrebe (Yamaha) 2nd; P. Leahy (Yamaha) 3rd.

Southland Grand Prix (Southland Motor Cycle Club):

500cc: T. Discombe (Yamaha) 1st; J. Landrebe (Yamaha) 2nd; R. Dumpleton (Yamaha) 3rd.

350cc: J. Landrebe (Yamaha) 1st; G. Perry (Suzuki) 2nd; P. Leahy (Yamaha) 3rd.

Bay of Plenty Grand Prix (Taumaranui Motor Cycle Club):

350cc: K. Turner (Special) 1st; R. Hinton (Yamaha) 2nd; R. Reeves (Yamaha) 3rd.

Wellington Motor Cycle Grand Prix (Hutt Valley Motor Cycle Club):

500cc: G. Perry (Suzuki) 1st; P. Bretherton (Suzuki) 2nd; R. Dumpleton (Yamaha) 3rd.

350cc: T. Discombe (Yamaha) 1st; R. Dumpleton (Yamaha) 2nd; B. Reeves (Yamaha) 3rd.

250cc: G. Perry (Suzuki) 1st; K. Turner (Suzuki) 2nd; M. Bayliss (Suzuki) 3rd.

Sidecars: G. de Malmance (Triumph) 1st; W. Wallace (Triumph) 2nd; F. Solitt (Norton) 3rd.

Levin International Grand Prix (Wanganui Motor Cycle Club):

Onekawa Grand Prix (Napier Motor Racing Club):

500cc: D. Waterer (Greaves) 1st; B. Hawker (Suzuki) 2nd; P. Leahy (Yamaha) 3rd.

350cc: T. Discombe (Yamaha) 1st; R. Cullum (Suzuki) 2nd; P. Leahy (Yamaha) 3rd.

250cc: K. Turner (Suzuki) 1st; R. Cullum (Suzuki) 2nd; D. Waterer (Greaves) 3rd.

South Island Gold Star Scramble Championship (South Canterbury Motor Cycle Club):

500cc: R. Hanger (CZ) 1st; A. Sabiston (BSA) 2nd; R. Austin (CZ) 3rd.

350cc: R. Boyce (CZ) 1st; G. Reid (CZ) 2nd; M. Russell (BSA) 3rd.

250cc: R. Boyce (CZ) 1st; G. Reid (CZ) 2nd; M. Russell (BSA) 3rd.

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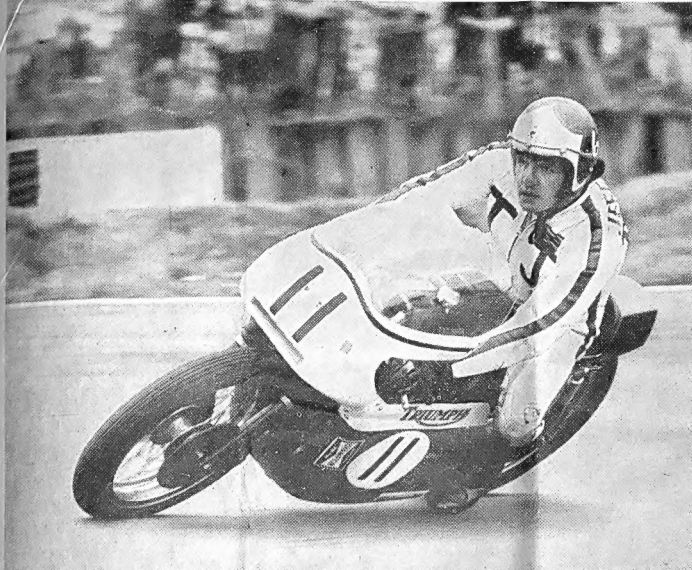
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Facing strong international competition, Tony Jeffries rode his 750cc Triumph Trident to a resounding victory in the British classic Hutchinson 100 race. He led for 47 of the 50 laps, run for the

Triumph Takes Another Classic

first time in the reverse direction. Jeffries, the famous Brands Hatch circuit. Second

place went to his team mate John Cooper on the BSA Rocket 3, who also claimed

the fastest lap at 80.29 mph. In the production race at the same meeting Ray Pickrell (Triumph Trident) rode the fastest lap at 78.04 mph and took third place.

World Championship - British Final

MAUGER BLASTS WAY INTO WEMBLEY FINAL

Ivan Mauger, Barry Briggs, Nigel Boocock, Eric Boocock and John Louis, they are the five riders to qualify for the World Final via the British rounds.

Before 18,000 fans in a crammed Coventry stadium Mauger cast off his bandages and, armed with pain killing spray he used between races, the former World champ and winner of the British title on three previous occasions, blasted to four wins and 14 points to take the British title.

His only defeat came at the hands of Eric Boocock, who must have showed some of his Sydney Showground form on the ultra slick track. Irony of young Boocock's win was that he was mounted on a machine borrowed from Mauger's arch rival, Ole Olsen. Could this be an omen for September 16?

Eric had been desperately worried about his form and had gone off drinking and smoking for two months prior to the meeting to try and improve his chances — and this desperate action partially worked!

Major surprise qualifier had to be John Louis, the darling of Ipswich.

This is Louis' first year of Division One speedway and his third in the dirt track game at all, so it is a great accomplishment for this 27-year-old to get through.

In fact Louis was desperately unlucky not to finish equal second or, at worst, outright third.

"When I got a second and a third in my first two races we said, jokingly, 'right, three straight wins' — and I nearly did it. But in my last race the carburettor came loose and it happened again in the run-off," said Louis.

After only finishing third in his first race, Barry had only two weeks competitive speedway in the two months leading up to Coventry, so his performance underlined that BB is not over the hill yet.

Fifth of the qualifiers but second on points in the meeting was "little boy blue" Nigel Boocock. Nigel usually manages to leave luck and galing at home on the big nights so this proved a great change for him.

Of the drop-outs, star names abound. First, Ray Wilson, considered a certainty by everybody, Willy was excluded for tape breaking first time out and that shattered him for the night.

In England there is a green light at the gate which goes out when all four riders are ready to go. At most tracks, and according to Ray, at Coventry this year, the switching off of the light and the rising of the tapes coincided.

So, out went the light, off went Willy — and tapes went everywhere! Terry Betts, second half of Britain's World Pair Champions, won his opening race, but when you don't track on a slick track you've got troubles and Betty isn't a "trapper".

He was on a machine borrowed from team-mate and Sydney-sider, Bob Humphries, but his nine points were one off the required number, "Mirac" Moore just failed to get going. Five matches in five days before the final may have fattened the not-so-young Kiwi.

Jimmy McMillan scored 10 points, equal to Eric Boocock, but the latter made no mistake in the run-off and Jimmy has to be content with reserve at Wembley.

Only two Aussies were on show, Garry Midkinton and John Boulger.

Garry had a poor night — in his own word "one of my worst meetings ever". John came last in his opening ride, won his second but faded from then on.

Four and seven respectively, weren't good enough for a 10 point cut off. Unexpectedly the track was very slick, but there were extenuating circumstances.

"My first priority was to save the meeting," said promoter Charles Ochiltree. "Following Monday and Tuesday when the track was three-quarters under water. Rain was forecast for Wednesday so we did not water the track."

NITRO And finally, a word on one of the world's favourite topics, Nitro-methane. Supposedly banned in international meetings. Well, now we know — the British final is not an international meeting. Have you ever heard such rot!

The British Final, the last British round of the World title, is stacks more important than the Swedish-Suisse tests, yet nitro was OK in the former and not in the latter.

And, just as in Aussie last summer, only the wise and daring had it in their tanks.

"I wasn't alone in assuming that in a meeting of the stature of the British Final, the 'jungle juice' would be banned..." said Ray Wilson. While we're on the subject, Wilson wouldn't have been automatically out for tape breaking in the World Final either, that's a local English rule!

Surely the World Championship is big enough to be run under one set of rules from opening qualifiers to the Final, or is that asking too much?

If they let this rot go on where the sport is "a way of

life", what hope have we of getting things straight out here where it's a weekend hobby.

APPEAL

George Hunter's appeal against the loss of his points in the semi-final was dismissed. Had the appeal been upheld the lost points would have enabled him to qualify for the British World Championship final.

Ago Returns To Australia

Giacomo Agostini is definitely returning to Australia this summer. He will be here for three weeks before returning home a few days before Christmas.

The Calder meeting he will compete in for his Melbourne race has all the makings of a real cracker of an event. The day will see the final round of the F5000 and Touring Car championships as well as having a good three cornered battle with Ago on the 500 MV, Molloy on the 750 Kawasaki and Geoff Perry on the 750 Suzuki.

Speedway Bikes Return To Melbourne

Melbourne Speedway also known as Brooklyn International Raceway aims to include all types of Motor Bike racing on its programme for the coming season. To allow for this greatly expanded programme heats will be conducted between 6 and 8 p.m. every Saturday night and training and Club meetings will be held on Sundays. Already a considerable amount of ground work has been done in this respect over the winter and the delayed opening date of the Speedway will permit time for ironing out the complexities of this varied programme.

Standard stock bikes are soon to be catered for. Those interested should phone 399-2121.

Top speedway riders are being lined up for the coming summer season which include English riders who will be resident in Melbourne for the coming months.

David O'Connor is currently doing well in coaching

newcomers every Sunday morning from the Bendigo, Morwell and other districts.

MINI BIKES TAKE THE LEAD

The Speedway has already conducted three consecutive Sunday practice meetings for Mini Bikes with great success and this Sunday the final of the Practice Sessions will be held. Would be competitors for the summer bonanza during the Speedway Season commencing in November should take part in this Sunday's meeting, which incidentally is free to the competitors and their parents and obtain their permanent numbers and classification in preparation for a full scale meeting to be held on Sunday, August 27. No age limit has been placed at this stage and competitors need not nominate for this Sunday's practice, which commences at 1.30 p.m.

Mini Trail bikes will have a final practice session on the 20th August at 1.30 p.m.

FINNISH FINISHES IT

The Finnish GP near the port of Turku settled nearly all there was to be settled in the year's World Championship series.

Agostini clinched the 350 title. Saarinen clinched the 250 title.

Enders clinched the sidecar title.

There only remains the 125 title which with Kent Andersson winning this last race on the works Yamaha sheared. Nieto (Dutch) and Braun (Malta) puts the points table in the following order with just one race to go: Mortimer 87, Nieto 87 and Andersson 82. The Spanish GP should sort this lot out.

The 350 race was an MV benefit and even a determined Saarinen could not stay with them. Phil Read was the fastest in practice and was lying second to Ago when the bike let him down. Agostini led from start to finish to make sure of the 350 title. Paozini made a determined challenge but when he ran low on fuel he ended up third behind Saarinen but ahead of Kneubuehler (Yam) and Lansivouri (Yam).

Either Saarinen or Gould could have won the 250 title before the race and both were out to win. But from the start Paozini's Aermacchi took command but ignition let him down in the last seven laps covered. In front of his home crowd Saarinen then went on to win as Gould had also broken down. Grassetti on the works MVZ was second ahead of the works Yamaha of Andersson.

The 500 race was nothing spectacular as the circuit's spectators allowed the MV's of Ago and Pagani to easily pull clear of the 354 Yamahas. Chris Vincent stormed the

four cylinder Munch away from the remaining competitors to a terrific win ahead of Klaus Enders. But Enders' second place was enough to give him yet another world title.

Agostini wins gives him an incredible number of twelve World Championships to his credit.

Honda Go Scooter

For 1973 Honda are going to introduce two new scooters, a CF50 and a CF70.

Pictured above the major difference is that the smaller one has a single seat and a front shopping basket and the 70 a dual-seat with pillion footrests.

The pressed steel frame supports conventional suspension either end to Dax 10" wheels. The SOHC motor has automatic clutches to three speed boxes, with kick starters.

Specifications: CF50: 49cc from 38mm x 41.4mm bore and stroke producing 3.5 bhp at 7,500 rpm and 0.37m/kg at 6,000 rpm. Weight 158 pounds.

Specifications: CF70: 72cc from 47mm x 41.4mm bore and stroke producing 4.5 bhp at 7,000 rpm and 0.53 m/kg at 5,000 rpm. Weight 160 pounds.

Morbiddelli

The Italian firm are now going flat out in preparation for their racing plans next year. Charles Mortimer, Barry Sheene and Borg Janz are to test works racers later this month. The 350 racer is still being developed.

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